





On Monday morning H. E. Wu Ting Fang, the Chinese Minister to the United States, Spain, and Peru, accompanied by his private secretaries, paid an official call on J. M. Sir William Robinson at Government House, and was received by the Governor, Mr. C. C. Platt, Private Secretary, and Hon. J. H. Stewart Lockhart, Colonial Secretary. The Governor, accompanied by his Private Secretary and the Colonial Secretary, returned the call on Tuesday morning at Idoway, where the Chinese Minister is at present residing.

Yesterday evening the hunting and other decorations on board the German men-of-war in port were superseded by illuminations on a magnificent scale. On the flagship Kaiser and the Irene monster electric light decorations in the design of the German Emperor's initial surmounted by the Imperial crown made a very effective display, while the masts and bulwarks of the *Arenas*, were outlined with Chinese lanterns. At the German Club the Kaiser's Birthday was celebrated in patriotic fashion.

We believe it is the intention of the Hon. H. Kai to proceed to the United States some time in March as Adviser and Secretary to H. E. Wu Ting Fang, the Chinese Minister in America. It is not yet known how long he will remain in America, the length of his stay depending entirely upon his liking for the post; but it is probable he will remain six months at least. During that period the Hon. H. Kai will be on leave from his duties as a member of the Legislative Council, but at the end of six months it is still his intention to remain in his new appointment he will resign his membership of the Council.

#### REUTERS' TELEGRAMS.

[SUPPLIED TO THE CHINA MAIL.]

LONDON, 28th January, 1897.

RUSSIA AND THE PLAGUE IN INDIA.

Russia has declared the whole of India to be infected with the plague.

#### ITALY IN AFRICA.

Ras Alula is raiding the Southern frontier of Abyssinia. King Menelik has refused to release the remaining Italian prisoners, until the evacuation of Abyssinia from Italian hands is completed. It is not doubted that the turn of events will contribute to decide the Italians to abandon Africa altogether.

#### WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 28th at 11.25 a. The barometer has risen in the North, falling in the South, and the wind is from the East. Pressure remains low over S. China and the Gulf of Tongking. Gradients slight, but increasing. Forecast: S.E. backing to E. winds, moderate to fresh; changeable, probably some rain.

#### FOOTBALL.

SHIELD COMPETITION (HONGKONG F. C. v. U.S. 'CENTURION').

This tie, which resulted in a draw when the teams met on Thursday, the 21st inst., was replayed at the Happy Valley this afternoon. Centurion, 2 goals; Hongkong F. C. 0 goals.

A COMPANY, W. Y. B. KOWLOON F. C. Played at the Happy Valley yesterday. Kowloon were without three of their regular players. Result—A Company, 2 goals; Kowloon, 1 goal.

#### HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixty-third Report of the Court of Directors to the ordinary half-yearly general meeting of shareholders, to be held at the City Hall, Hongkong, on Saturday, the 13th February, 1897, at noon:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen.—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1896.

The net profits for that period, including \$800,154, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$1,761,136.75.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to credit of Reserve Fund, which Fund will then stand at \$1,500,000.

After making this transfer and deducting remuneration to Directors, there remains for appropriation \$1,241,136.75, out of which the Directors recommend a Dividend of One Pound and Five Shillings per Share, which will absorb \$444,444.44.

The difference in Exchange between 4/6, the rate at which the Dividend is declared, and 2/11, the rate of the day, amounts to \$501,368.36.

The Balance \$300,323.95 to be carried to New Profit and Loss Account.

Directors.—Mr. St. C. Michaelson has been elected Chairman for the year 1897, and the Hon. J. J. Bell-Irving, Vice-Chairman.

Mr. J. Kramer having resigned on leaving the Colony, Mr. C. Bourmann has been elected in his stead. Mr. R. L. Richardson has been invited to join the Board: these two appointments require confirmation at this meeting.

Auditors.—The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp. Mr. F. Henderson and Mr. C. S. Sharp both offer themselves for re-election. The latter has been re-elected in the place of Mr. S. G. Bird who is absent from the Colony. A. McCosker, Chairman.

Hongkong, 28th Jan, 1897.

Respective speaking effect has been received from China 24 million pounds sterling, and about 11 million pounds have been already disbursed abroad or brought to Japan. The balance is on deposit in London (mainly) and in Berlin.—*Foreign Press.*

#### SPORTING GOSSIP.

'DAYBREAK,' in *Sport and Gossip*, endeavours to account for the wretched form of the Hongkong subscription griffin of this season. 'They want a lot of explaining away. Here is what 'Daybreak' has to say:—'In the Hongkong papers I have noticed some remarks as to the subscription griffin being a poor lot, and *Sport and Gossip's* telegram last week confirms it. How anything else can be expected I fail to see. The price paid for the ponies laid down in Hongkong was \$100 each, and in all forty were sent; that means laying out about sixty to fill the order, even though they only had to do the three-quarters of a mile in 1.40 to pass. And then to lay the ponies down in Hongkong, there has to be deducted from the \$100 per pony the freight down, cost of mares there and back, horse-boxes and a halter for each pony, handbags, &c., and food; so from what we have known of the cost of ponies during this autumn, with the accent on the Autumn, it is difficult to see how Hongkong sportsmen can expect to get mares for the money, and there certainly cannot possibly be even "a little bit of sugar for the bird," or, in other words, for those who have the order in hand!'

There, Hongkong sportsmen, that is why your subscription griffin are such a poor lot this season—with a heavy accent on 'poor lot this season!'

'I am glad to see *Standard*, last year's Hongkong Derby winner, once again on his legs,' writes *Daybreak*, 'and trust that his cure this time may be permanent. During the last week, he has been doing "risky" gallop, and it is not to be expected that he will be able to do so without a thorough preparation and give us a taste of his quality at our Spring Meeting.'

Our enterprising Shanghai contemporary publishes the "pewing" times of the Hongkong ponies in tabulated form, together with training notes by "Shifter."

This correspondent intimates that when the entries closed on the 16th January, there was a falling-off of some \$1,000, due to one-third of the subscription griffin being absolutely no use and unfit to enter. 'There are about ten of these ponies that are now, after a month's training, cannot do three-quarters of a mile inside two minutes, and they look more like municipal garbage cart drivers than race ponies. But what can Hongkong sportsmen expect after *Daybreak's* explanation. "Shifter" remarks: "There are about five opportunities offering for backing the Derby ponies for 1900 Mexicans, and these all make Mr. Gillett's iron-grey favourite at 4 to 1. Mr. May's stable has been down to 5 to 1, Mr. Lewis' three candidates have been supported at 20 to 1, and these latter odds have also been taken at *Glenview* and *Glenview*. There is one place-booking book, which is also being well supported. Mr. Gillett's favourite being quoted on an even-money chance. Both courses are in splendid condition, and with the exception of one stable we are wonderfully free from lameness; there will probably be more, however, as we approach the latter part of the season.'

This letter phrase is significant of much. Yesterday morning, the course was very busy, and a lot of work was done by the entrants for the approaching Race Meeting. The work was done by Mr. St. C. Michaelson, who is one of the best of the breed. He got over the mile and a quarter in 3.10, *Tossin* 'powed' a mile and a quarter in 2.51, and Mr. Lewis' *Sport* did the mile in 2.18. Since then the same stable, went out, but as he finished in a screwed-up condition he does not promise to take first rank. Mr. Bonning's *Blue-fire* showed fairly good form. His time for the mile and a half was 3.36. Mr. John Peel's *Derby* griffin, *Rick* and his subscription griffin *Pollock* went a mile together in 2.21. Mr. Buermann's *Zandvinder* did a very fine mile in 2.15. Mr. May's old pony *Surprise* was out, but did not exhibit very much form over the mile and a half.

#### SPECTATOR.

W. Robinson & Co., Piano and Musical Instrument Dealers, and experts. Work shops and Factory, Duddell St.; Show Rooms, Queen's Road Central.

In the new Japanese Budget, wherein revenue and expenditure are nearly balanced at 230 million yen, there is an increase on the last one of 49 million over the former and of 56 million under the latter heading. The Ordinary revenue shows an upward tendency, and in regard to Expenditure there is good prospect of its becoming self-supporting.—*Hogo News.*

The Shanghai fire brigade was called on the 23rd Jan. to attend to an outbreak of fire on the premises of Messrs D. Sassoon, Sons & Co. on the Bund. It was found on the arrival of the firemen that the fire had broken out in the carpenter's room, but had fortunately been extinguished before the brigade had time to arrive on the spot. The damage done was very slight.

—N.C. Daily News.

The London Times, sees no obstacle in the way of the United States creating a great mercantile marine, but the cost of production of ships. It is quite evident that the writer who expressed this opinion has not studied his subject very closely or he would not have made the blunder of assuming that the cost of production of ships is the great hindrance to the growth of an American ocean carrying trade. We may not be able to produce ships quite so cheaply as they do in England, but the difference in the cost of vessels would not be large enough to hinder the success of American ocean carriers if everything else was all right. Our troubles really begin when the ship is put in commission. American wages are higher and American methods of shipbuilding are more expensive than those of the English or of Continental peoples. These, however, can be easily offset by a trifling differential duty, and the sentiment in favor of such a course is constantly growing. The Republican Convention at St. Louis declared for it, and the people generally accept the idea as the right one, only antagonists being free traders who think that no service can be as well performed by Americans for themselves as it can be rendered for them by foreigners.—*San Francisco Chronicle.*

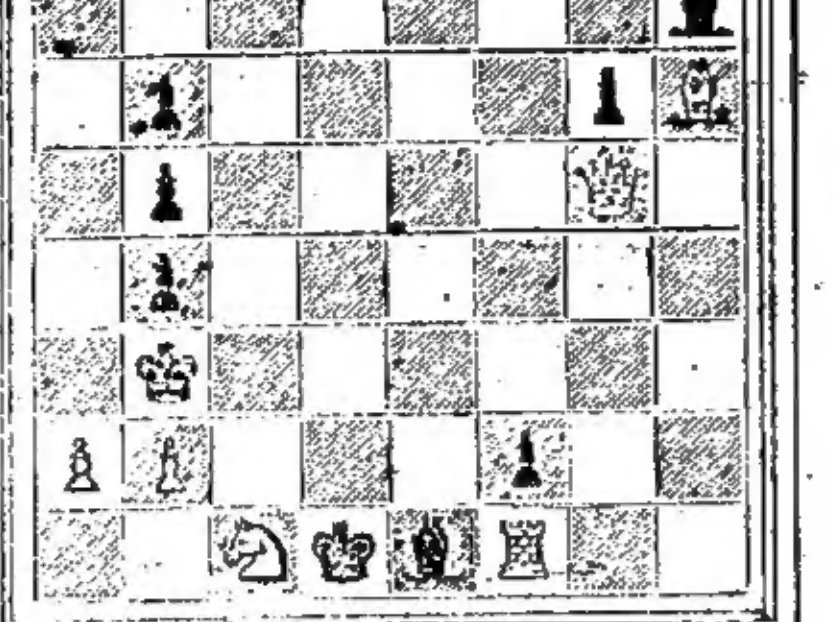
#### CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'

Communications should be addressed, 'CHIEF, CHINA MAIL OFFICE.' Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meets every Monday, Thursday and Friday from 8 p.m. till half-past seven p.m. at Thomas's Grill Room.

Problem No. 28. By W. A. SHEPHERD. Black (8 pieces).



White to move. White (7 pieces).

Solution to Problem No. 26, by J. T. Andrews.

1. R-Q4! KxR 2 Q-R2

Then if: 1 KxQ (6) moves 2 K-B5

1 K-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

1 P-B4 2 K-B5

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1 P-B4 2 K-B5

1 P-B4 2 K-B5

Last week, I gave three games from Chess Sparks, and follow them up with three more:—

Game No. 72. Scotch Game.

Remove White's Q Kt.

White (P. Morphy). Black (F. Parrin).

1. P-K4 P-K4

2. Kt-K3 B-K3

3. P-Q4 P-Q4

4. B-Q4 B-Q4

5. Castles P-Q3

6. P-Q4 B-K3

7. P-K5 Kt-K4

8. Kt-K5 Kt-K4

9. Kt-K5 Kt-K4

10. Kt-K5 Kt-K4

11. B-P ch Kt-K5

12. B-P ch Kt-K5

13. Q-B3 Kt-K5

14. Q-B3 Kt-K5

15. Q-B3 Kt-K5

16. Q-B3 Kt-K5

17. Q-B3 Kt-K5

18. Q-B3 Kt-K5

19. Q-B3 Kt-K5

20. Q-B3 Kt-K5

21. Q-B3 Kt-K5

22. Q-B3 Kt-K5

23. Q-B3 Kt-K5

24. Q-B3 Kt-K5

25. Q-B3 Kt-K5

26. Q-B3 Kt-K5

27. Q-B3 Kt-K5

28. Q-B3 Kt-K5

29. Q-B3 Kt-K5

30. Q-B3 Kt-K5

31. Q-B3 Kt-K5

32. Q-B3 Kt-K5

33. Q-B3 Kt-K5

34. Q-B3 Kt-K5

35. Q-B3 Kt-K5

36. Q-B3 Kt-K5

37. Q-B3 Kt-K5

38. Q-B3 Kt-K5

39. Q-B3 Kt-K5

40. Q-B3 Kt-K5

41. Q-B3 Kt-K5

42. Q-B3 Kt-K5

43. Q-B3 Kt-K5

44. Q-B3 Kt-K5

45. Q-B3 Kt-K5

46. Q-B3 Kt-K5

47. Q-B3 Kt-K5

48. Q-B3 Kt-K5

49. Q-B3 Kt-K5

50. Q-B3 Kt-K5

51. Q-B3 Kt-K5

52. Q-B3 Kt-K5

#### THE YOKOHAMA POISONING CASE.

THE DEFENCE OF MRS CAREW.

(Special Telegram from Our Own Correspondent.)

Kobe, January 27.

Mr J. I. Lowder, counsel for Mrs Carew, has concluded a powerful speech on her behalf in opening the case for the defence.

Twenty-one witnesses will be called for the defence, which opened on Monday.

THE AUTHORSHIP OF THE 'A.L.' LETTERS.

Yokohama, Jan. 17.

As stated in our telegraphic summary of Monday's proceedings in the trial of Mrs Carew, Mr Wilkinson, the Crown Prosecutor, wished to admit some new evidence to which Mr Lowder objected. The evidence, it seems, was documentary, and the question as to whether it should be admitted was reserved until his Lordship had considered the precedents. Mr Lowder said he did not object to evidence being given of the mere receipt of a letter, so long as the letter was not shown to the Judge or jury.

Sir Ernest Satow, H.B.M.'s Minister, was then sworn and deposed to receiving an envelope handed to him by counsel. He opened the envelope when he received it, and it contained a letter. He was not acquainted with any person bearing the name on the letter. (The name was not mentioned.)

Mr Wilkinson next proposed to call Mrs Tokuwa. He had given notice to Mrs Tokuwa to produce a letter written by Mrs Tokuwa to Mrs Carew. He proposed to call Mrs Tokuwa for the purpose of proving the contents of the letters, but to testify that they were hers.

Mr Lowder, who said he received Mrs Tokuwa's notice in the previous night, objected to Mrs Tokuwa being called.

Mr Wilkinson then wished to call Mr Mason, an instructor in English at the Higher Middle School in Tokyo, as an expert in handwriting.

Mr Lowder raised an objection, but after questioning the witness, his Lordship decided that Mr Mason was fully qualified to pronounce an opinion on handwriting.

Mr Dunlop gave evidence as to receiving from Miss Carew some fragments of Mr Dickinson's letters.

Mr Cecil Guinness, Acting Accountant at the Hongkong and Shanghai Bank, was called to give evidence as to the accused's handwriting. Witness was shown Mrs Carew's diary and asked to say whether he recognised her signature in it. He said the signature in the diary—Edith M. H. Carew—was not her official signature which was E. M. H. Carew, but the rest he should say was the same handwriting.

Mr Wilkinson then put in the diary and two letters written by Mrs Carew to Miss Jacobs, which witness said bore the same signature.

Mr Mason was then recalled and deposed to examining specimens of the handwriting of Mrs Carew, Miss Jacob and Miss Christy.

Mr Wilkinson—Looking at these letters, can you tell us, Mr Mason, what peculiarities there are in accused handwriting?—May I look at my notes?

Witness.—This, I presume, refers to Mrs Carew's handwriting alone?—Mr Wilkinson—What is admitted to be her handwriting alone?—Yes.

Witness—Amongst the capitals the most characteristic is the 'C' of C. D. N. R. H. and T. The small letters are especially characteristic of Mrs. Carew's handwriting in the small letters are a, b, d, initial, and d, final, in various forms; initial h, initial—that is all.

Then I should like to add specimen—the initial in the form of the Greek letter. Is that all you wish to say in regard to the small letters?—I have reference in my notes to two other exhibits, but those are not before me.

The question of punctuation?—Mrs Carew's punctuation is extremely characteristic; it consists of nothing but periods—full stops—or marks scarcely distinguishable from full stops, and short dashes. Occasional quotation marks occur—and points of interrogation.

And any other peculiarities?—The other peculiarities are in groups or combinations—the initial followed by an 'l', is almost invariably written in the same manner—I mean initial 'l', in words, the 'l', that is, that is the word 'lock', which is invariably written off the end of the line, and is a combination of the letters 'l' and 'o'.

Any other examples; how is number made?—Number is written not followed by a colon—just a period, and the number is in the two dots are not put under the 'o' as in the usual way.

Now those are the characteristics of Mrs Carew's handwriting; now I am asking for the exhibits in Miss Jacob's case.

The exhibits—letters written by Miss Jacob—were then handed to witness.

Can you say what the characteristics of Miss Jacob's handwriting are?—They are very few.

Will you state what they are?—Of the capital letters they are all formed in the same manner—presenting no characteristic. Of the small letters, initial 'l' almost invariably differs from the 'l' in the middle of the word. The letter 'f' is abnormal.

In what respect?—It is not a common 'f'. I put into your hand the letter 'Devote'—and its correct, and another of the 'Archie Lyle's' series—I have examined them.

Do you find in those any characteristics of the 'l' which we will call 'Miss Carew's' 'l'?—I find two, yes.

Any other?—The capital 'M' and 'J'. Do you find any other characteristics?—No.

Looking at them generally, can you say if they are intended to imitate any of the handwriting you have seen?—I think not; I believe they are simply in disguised handwriting.

Can you say whether they are written by Miss Christy?—Doubtfully not.

Can you give a general reason?—My general reason is that a good writer can write a good disguise, but a bad writer can not write a good disguise.

## Notices to Consignees.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER CANTON.  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG  
and KOWLOON WHARF and GODOWN COMPANY'S  
GODOWNS at Kowloon, where each consignment  
will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings on Cargo—  
From ITALY, ex s.s. Sutil. From  
MADRID, ex s.s. Gaudioso.  
Optional Goods will be landed here  
unless instructions are given to the contrary  
before 4 p.m., To-day.  
Goods not cleared by the 31st January,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, January 25, 1897. 170

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER DANIEL.  
FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG  
and KOWLOON WHARF and GODOWN COMPANY'S  
GODOWNS at Kowloon, where each consignment  
will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings on Cargo—  
From ITALY, ex s.s. Sutil. From  
MADRID, ex s.s. Gaudioso.  
Optional Goods will be landed here  
unless instructions are given to the contrary  
before 4 p.m., To-day.  
Goods not cleared by the 31st January,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, January 25, 1897. 169

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER HAVENNA.  
FROM BOMBAY, COLOMBO AND  
STRAITS.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG  
and KOWLOON WHARF and GODOWN COMPANY'S  
GODOWNS at Kowloon, where each consignment  
will be sorted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings on Cargo—  
From LONDON, ex s.s. China. From  
PENANG, ex s.s. Simala. From  
NORRI and Kowloon.  
Optional Goods will be landed here  
unless instructions are given to the contrary  
before 4 p.m., To-day.  
Goods not cleared by the 29th January,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, January 25, 1897. 165

## Intimations.

JAPANESE  
FINE ART CURIOS.

KUHN & KOMOR,  
21 & 23, Queen's Road, Hongkong;  
35, Water Street, Yokohama; and  
35, Division Street, Kobe.

SERRAVALLO'S  
Ferruginous Quinine,  
THE GREAT AUSTRIAN  
Tonic.

PERUVIAN BARK  
AND IRON,  
OVER 300 MEDICAL CERTIFICATES  
Notifying its great strength-giving  
properties and at the same time being of an  
EXQUISITE TASTE.

Sole Agents for Hongkong—  
A. S. WATSON & Co., Hongkong.  
Hongkong, August 22, 1896. 1702

For Nervous  
Exhaustion  
CHAPOTEAU'S  
Phosphoglycerate  
OF LIME

The modern restoration  
of the nervous system.  
For neurasthenia, nervous  
debility, loss of sleep, etc.,  
etc., and in all cases of nervous  
weakness and exhaustion.  
It is readily assimilated and  
promotes digestion.

PHOSPHOGLYCERATE SYRUP  
(CHAPOTEAU)  
PHOSPHOGLYCERATE WINE  
(CHAPOTEAU)  
PHOSPHOGLYCERATE CAPSULES  
(CHAPOTEAU)

Sole Agents for Hongkong—  
A. S. WATSON & Co., Hongkong.  
Hongkong, August 22, 1896. 1702

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(SUBJECT TO ALTERATION.)  
MONTMOUTH, Saturday 12th February.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

The Steamship  
Montmouth, Captain F. Schaulz, will be  
despatched hence  
for VICTORIA, B.O.,  
and PORTLAND, OREGON, via KOREA  
and YOKOHAMA, on SATURDAY, the  
13th February.

Consular Invoice of Goods for United  
States Points should be in quadruplicate,  
and one Copy must be sent forward by  
the Steamer to the care of the GENERAL  
Freight Office, Oregon Railway and  
Navigation Co., Portland, Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, January 27, 1897. 163

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Agents.

Hongkong, January 27, 1897. 163

## Shipping.

## Steamers.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.  
The Co.'s Steamship  
Halibon, Captain Davies, will be  
despatched for the above  
Port TO-MORROW, the 29th Instant, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
Hongkong, January 28, 1897. 191

FOR SHANGHAI.  
The Steamship  
Loonmoon, Captain F. Schaulz, will  
be despatched for the above  
Port on SATURDAY, the 30th Inst.,  
at 4 p.m.

For Freight or Passage, apply to  
SHEWAN & Co.,  
Hongkong, January 27, 1897. 186

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
Chingha, Captain Williams, will  
be despatched on MON-  
DAY, the 1st February, at 4 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engine.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon  
is carried, and the Vessel is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 25, 1897. 162

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship  
Myrmidon, Captain Gassan, will be  
despatched as above on  
WEDNESDAY, the 3rd February.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 27, 1897. 124

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO, PORT  
SAID, MARSEILLES, LONDON,  
AND ANTWERP.

The Co.'s Chartered S.S.  
Strathgairn, Captain McKENZIE, will  
be despatched as above  
on SATURDAY, the 5th February, at 5  
p.m.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, January 27, 1897. 110

FOR NEW YORK VIA SUEZ CANAL.

The Steamship  
Port Adelaide, will be despatched for  
the above Ports on or about  
5th February, 1897.

S. S. Enargia, to sail about 22nd Feb., 1897.

S. S. Strathgairn, to sail about 7th March, 1897.

S. S. Macdonald, to sail about 22nd March, 1897.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, January 27, 1897. 2602

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
Chingha, Captain Williams, will  
be despatched on SATUR-  
DAY, the 13th February, at 5 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engine.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon  
is carried, and the Vessel is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 27, 1897. 194

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship  
Tantalo, Captain Lewis, will be  
despatched on SATUR-  
DAY, the 13th February, at 5 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engine.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon  
is carried, and the Vessel is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, January 27, 1897. 163

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(SUBJECT TO ALTERATION.)  
MONTMOUTH, Saturday 12th February.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

The Steamship  
Montmouth, Captain F. Schaulz, will be  
despatched hence  
for VICTORIA, B.O.,  
and PORTLAND, OREGON, via KOREA  
and YOKOHAMA, on SATURDAY, the  
13th February.

Consular Invoice of Goods for United  
States Points should be in quadruplicate,  
and one Copy must be sent forward by  
the Steamer to the care of the GENERAL  
Freight Office, Oregon Railway and  
Navigation Co., Portland, Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, January 27, 1897. 163

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(SUBJECT TO ALTERATION.)  
MONTMOUTH, Saturday 12th February.  
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The Steamship  
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the Steamer to the care of the GENERAL  
Freight Office, Oregon Railway and  
Navigation Co., Portland, Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, January 27, 1897. 163

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

## Shipping.

## Steamers.

FOR SINGAPORE, MARSEILLES,  
HAYRE AND HAMBURG.

(Calling at NAPLES for landing Passengers  
if sufficient inducement offers.)  
(Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LISBON, OPORTO, LONDON,  
LIVERPOOL AND BREMEN.)

The Steamship  
Santal, Captain Voss, will be  
despatched for the above  
Ports on SATURDAY, the 6th February,  
at 5 p.m.

This Steamer has superior Accommoda-  
tion for First and Second Class Passengers  
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
SHEWAN & Co.,  
Agents.

Hongkong, January 26, 1897. 178

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNS-  
VILLE, BRISBANE, SYDNEY  
AND MELBOURNE.

The Co.'s Steamship  
Omaki, Capt. C. Youko, will be  
despatched for the above  
Ports on TUESDAY, the 16th February, at  
4 p.m.

This Steamer is fitted with Superior  
Passenger Accommodation and is lighted  
by Electricity throughout. A duly-qualified  
Doctor is carried.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, January 27, 1897. 183

NIPPON YUSEN KAISHA.

JAPAN BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND  
BOMBAY.

(Calling at TUTICORIN on the Homeward  
Voyage.)

The Co.'s Steamship  
Mikura Maru, Capt. P. H. Gono, will  
be despatched as above  
on WEDNESDAY, the 17th February, at  
Noon.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, January 27, 1897. 187

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. Iron 4-mast  
British barque  
Maitland, Captain J. Williams, will soon  
be ready to load for the above Port and will  
have quick despatch.

For Freight, apply to  
MELOHERS & Co.,  
Agents.

Hongkong, November 28, 1896. 2399

FOR SAN FRANCISCO.

The British Barque  
Stanton, Master, will load  
here for the above Port, and  
will have quick despatch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, December 7, 1896. 2471

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the PACIFIC COAST and to the  
INTERIOR and EASTERN CITIES of the UNITED  
STATES AND CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class  
Table, Doctors and Stewardesses carried.

HONGKONG TO NEW YORK, \$360.

The Railroad travelling is second to none  
in the American Continent. Magnificent  
Scenery of the ROCKY and CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK  
route. Passengers to EUROPE may proceed  
by one of the first class ATLANTIC MAIL  
LINERS.

HONGKONG TO TACOMA, \$235.

Rates of Passage to other Points on ap-  
plication.

Special rates allowed to members of Go-  
vernment Services.

PAYMENT SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Bromer..... 3,601 Tuesday, Feb. 9.

Tacoma..... 2,549 Tuesday, Mar. 2.

Victoria..... 3,167 Tuesday, Mar. 23.

Olympia..... 2,608 Tuesday, April 13.

Bromer..... 3,601 Tuesday, May 4.

THE Steamship BRAEMAR, Captain  
Porter, sailing at Noon, on  
TUESDAY, 2nd February, will  
be despatched for VICTORIA (B.O.)  
and TACOMA (W.O.) via SHANGHAI,  
KOREA and YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Points, and to Canadian and  
United States Ports.

Consular Invoices of Goods for United  
States Points should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of the Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.

Freights must be sent to our Office (with  
address marked in full) by 5 p.m., on the  
day previous to sailing.

For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, January 24, 1897. 142

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(SUBJECT TO ALTERATION.)  
MONTMOUTH, Saturday 12th February.  
TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

Occidental & Oriental Steam-  
Ship Company.

## Mails.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Relge (via Shanghai,  
Nagasaki, Kobe,  
Inland Sea, Yoko-  
hama and H'kai)

THURSDAY, Feb. 4,  
at noon.

Relge (via Shanghai,  
Nagasaki, Kobe,  
Inland Sea, Yoko-  
hama and H'kai)

TUESDAY, Feb. 23,  
at noon.

Relge (via Shanghai,  
Nagasaki, Kobe,  
Inland Sea, Yoko-  
hama and H'kai)

SATURDAY, March 13,  
at noon.

THE Steamship BELGIO will be  
despatched for SAN FRANCISCO,  
and SHANGHAI, NAGASAKI, KOREA,  
INLAND SEA, YOKOHAMA and HONO-  
LULU, on THURSDAY, the 4th February,  
at Noon.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point en route.

Through Passengers Tickets granted to  
England, France, and Germany by all trans-  
atlantic lines of Steamers, and to the principal  
cities of the United States or Canada.  
Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials and  
their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
discount does not apply to through fares  
from China and Japan to Europe.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Col-  
lector of Customs, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 3, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, January 16, 1897. 193

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.



